

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 221101-103

WHEREAS, Exhaust from the burning of fossil fuels causes adverse health impacts that disproportionately burden residents and communities near freeways and major traffic corridors and generates greenhouse gas emissions, which are the primary drivers of climate change; and

WHEREAS, Recognizing the increasing potential for public harm, the California Air Resources Board recently approved new passenger vehicle standards that will effectively ban the sale of new fossil-fueled powered vehicles by 2035; and

WHEREAS, The SFMTA has long been at the forefront of climate action planning for the City and collaborates with Agency partners to reduce pollutants and greenhouse gas (GHG) emissions in San Francisco and the Bay Area region; and

WHEREAS, According to latest emissions data, the transportation sector is currently the single largest contributor to GHG emissions and air pollution in the City, with cars and trucks representing over 90% of these emissions; and

WHEREAS, On July 16, 2019, Mayor London Breed adopted the Citywide Electric Vehicle (EV) Roadmap, a plan with six strategies to make all forms of transportation electric by 2040; and

WHEREAS, On December 8, 2021, Mayor London Breed released a new Climate Action Plan, which calls for the City to be a net-zero GHG emissions city by 2040; and

WHEREAS, There is a correlation between the increased usage of EVs and public charging infrastructure growth in U.S. cities; the markets with the most electric vehicles (EVs) tend to have the most comprehensive charging infrastructure; and

WHEREAS, The SFMTA and key City partners need data and technical analysis to understand the cost-effectiveness of the various elements of the charging network to inform the next phase of planning of the public charging network; and

WHEREAS, the International Council on Clean Transportation (ICCT) is an independent nonprofit organization founded in 2001 to provide unbiased research and technical and scientific analysis to environmental regulators and local governments; and

WHEREAS, the ICCT will collaborate with the SFMTA as the project lead and in partnership with the San Francisco Department of the Environment to write an EV Network Buildout Analysis Report that evaluates 1) future passenger EV market trends, and 2) the cost-effectiveness of different EV charging technologies, comparing estimated capital costs, operations and maintenance costs, electricity costs, and utilization rates against projected benefits, including GHG emissions reduction potential, equity, demographics, and potential revenue to the City and the SFMTA; and

WHEREAS, the ICCT's EV Network Build-out Analysis will help facilitate future City policies and plans to expand the public charging infrastructure as well as the SFMTA's next steps of determining the feasibility, cost, and benefits of designing a curbside EV charging pilot; and

WHEREAS, On October 12, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the gift acceptance is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors accepts a gift of data analysis and technical research of public EV charging infrastructure valued at \$30,000 from the International Council on Clean Transportation.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 1, 2022.



---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency